

## **1.0 INTRODUCTION**

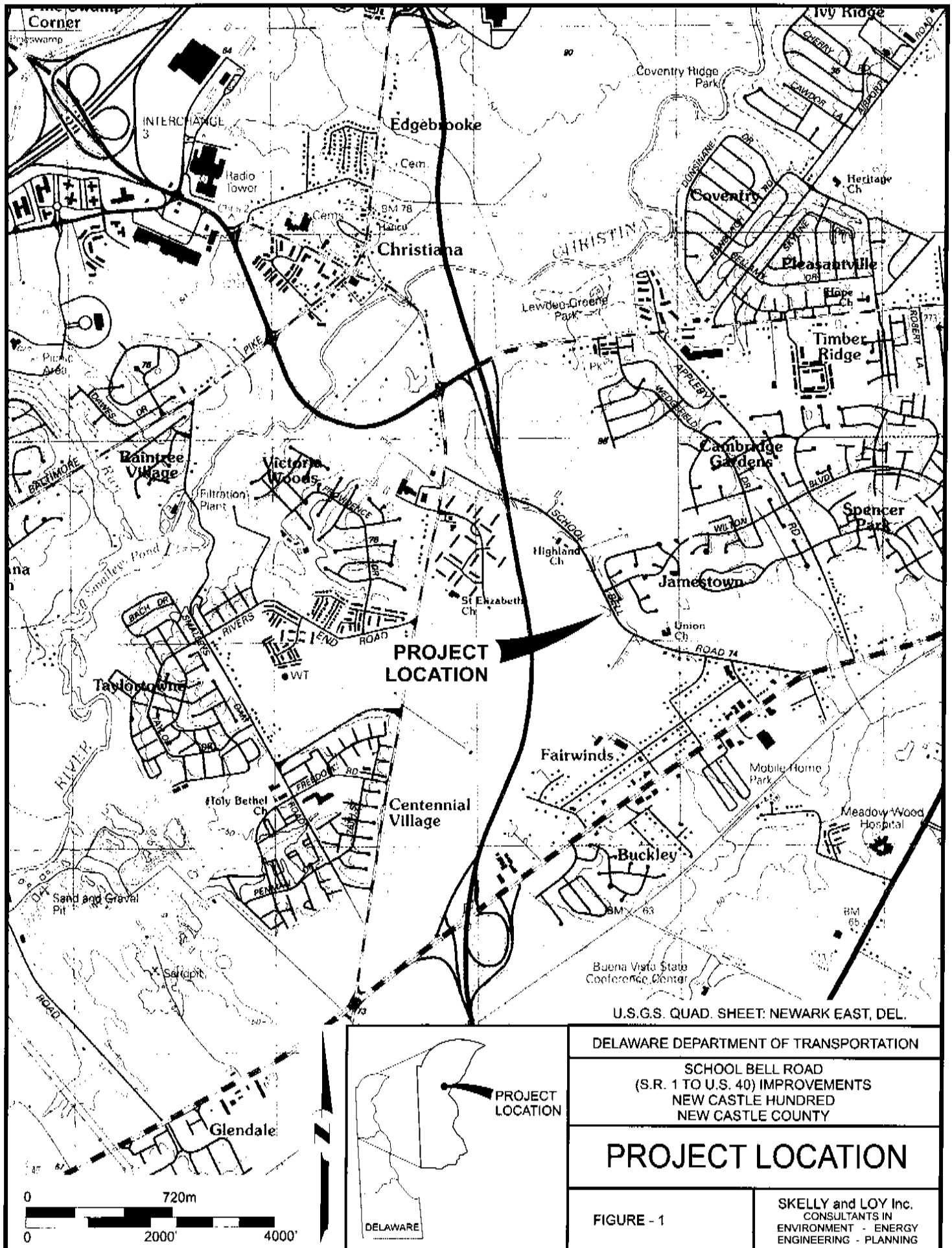
This report describes the results of an architectural resource survey and determination of National Register of Historic Places (NRHP) eligibility conducted for the School Bell Road (State Route [S.R.] 1 to U.S. 40) Improvements project in New Castle Hundred, New Castle County, Delaware (Figure 1). The goal of the survey was to identify historic resources within the Area of Potential Effects (APE) built prior to 1954 and assess their eligibility for listing in the NRHP. The architectural resource survey and determination of eligibility are designed to assure compliance with state and federal legislation, including the National Historic Preservation Act of 1966, the National Environmental Policy Act of 1969, 36 CFR 800, and Executive Order 11593, as amended.

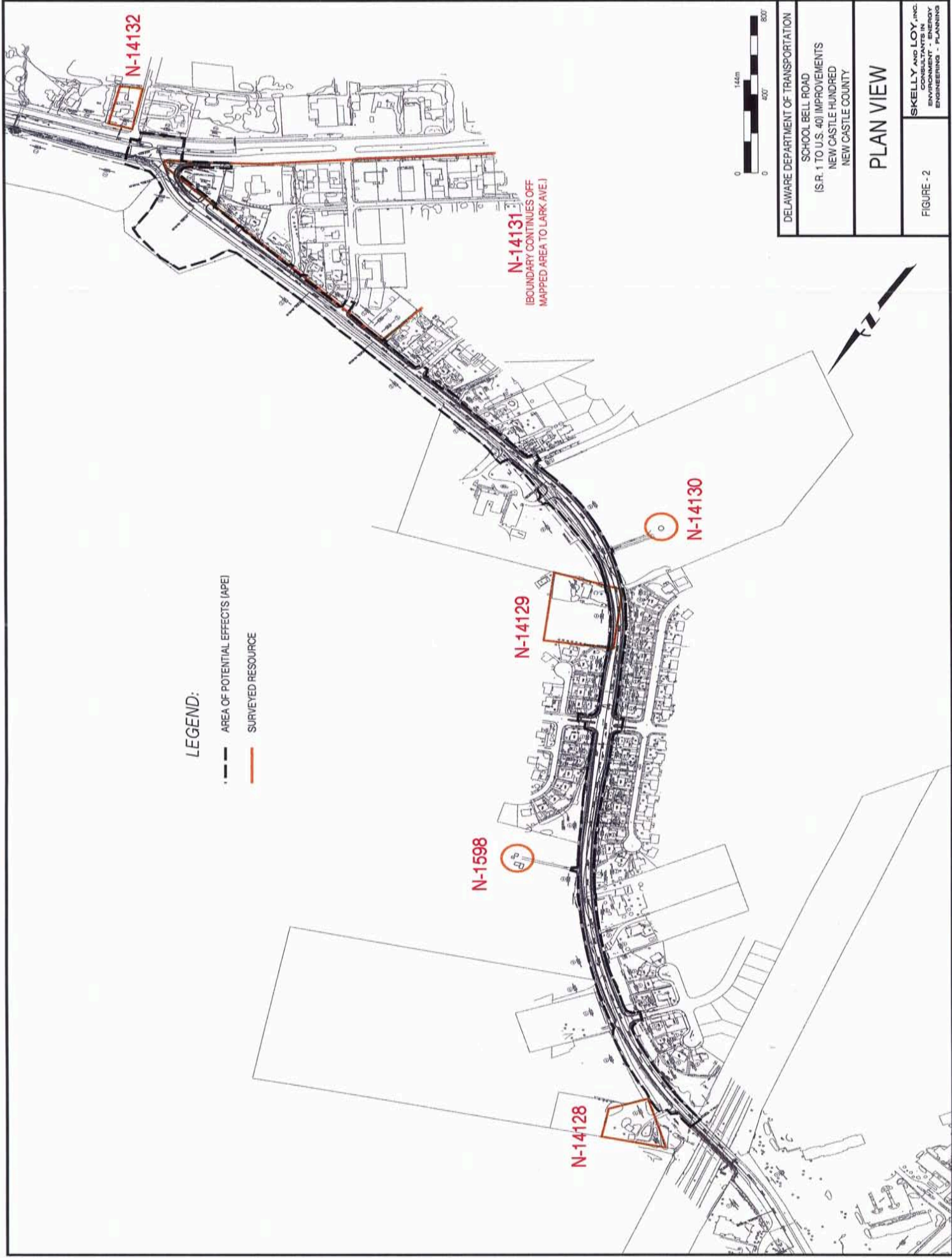
### **1.1 Project Description**

The School Bell Road (S.R. 1 to U.S. 40) Improvements project is located in the vicinity of Christiana and Bear in New Castle Hundred, New Castle County, Delaware. The State of Delaware Department of Transportation (DelDOT) will improve the existing two-lane roadway by the construction of 1.5 m (5.0 ft) wide roadway sidewalk/bicycle lanes, 2.4 m (8.0 ft) wide shoulders, and stormwater management systems, as well as the minor realignment of substandard horizontal curves located north and south of the Jamestowne community, and at the intersection of School Bell Road with U.S. 40 (also known as Pulaski Highway) (Figure 2).

### **1.2 Purpose and Need**

The proposed roadway work includes the minor relocation of a portion of School Bell Road located at its intersection with U.S. Route 40 and realignment of School Bell Road in select locations. The realignment will improve the safety of the intersection and sight lines along the roadway by correcting the skewed angle of the existing School Bell Road/U.S. Route 40 intersection and improving existing horizontal curvatures of the roadway. The sidewalk improvements will improve safety conditions for pedestrians.





DELAWARE DEPARTMENT OF TRANSPORTATION	
SCHOOL BELL ROAD (S.R. 1 TO U.S. 40) IMPROVEMENTS	
NEW CASTLE HUNDRED NEW CASTLE COUNTY	
PLAN VIEW	
FIGURE - 2	SKELLY AND LOY, INC. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING

### **1.3 Area of Potential Effects (APE)**

The APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" (36 CFR 800.16[d]). For historic resources, it is considered to be the maximum spatial extent of potential visual effects that a project may have on those historic resources.

The APE for architectural resources was developed with DelDOT to take into account areas of direct construction impacts, as well as visual and other secondary effects. Because the vast majority of improvements will be at grade and along the existing alignment, the APE was drawn to approximate a distance of 30.5 m (100.0 ft) from the limits of construction. The APE was designed to include buildings and other resources fronting along U.S. Route 40 and School Bell Road that are part of the Fair Winds subdivision. As drawn, none of the historic buildings themselves fall within the APE. However, property associated with the buildings falls within it, and NRHP boundaries generally include all land associated with the property. For this reason, Cultural Resource Survey (CRS) forms have been prepared for the six historic resources along the APE.